

COUNTRY	East Germany	REPORT NO.	
TOPIC	Oranienburg Airfield		
EVALUATION	see below	PLACE OBTAINED	25X1A
DATE OF CONTENT	21 January to 13 February 1953		
DATE OBTAINED		DATE PREPARED	11 March 1953
REFERENCES	25X1A		
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

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SOURCE	
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1. The wire fence along the western edge of Oranienburg airfield was completed to the south as far as about half the length of the runway up to 25 January 1953. During the last days in January, work was discontinued. A worker stated that no more poles were available.

2. In late January, source observed that the northern extension of the runway was completed. The poles with lamps, which had been erected along the eastern side of the runway some months before, were removed as far as the intersection of the runway with the NW-SE lane and re-erected in a row leading from the intersection to the northeast toward the hangars. The lamps were reinstalled up to 25 January.

3. On 21 January, a large bomb, allegedly a 1000 lb. bomb, exploded close to the abovementioned intersection. According to a fire man, the fuze was already removed from the bomb and the detonation occurred when some Russians were removing the explosive. A truck loaded with explosive powder which was parked in the vicinity of the bomb was blown up by the detonation. Allegedly, some Soviets and Germans were killed by the accident. The window panes of the houses and resettlers' buildings in the vicinity were broken. The bomb crater was about 15 meters in diameter. One day after the accident, SED men went from house to house in the surrounding villages telling that only one person was killed and that otherwise no serious damage was caused.

4. The concrete on the southern end of the runway which had not settled because of the frost was removed in January 1953. This section of the runway was covered with a new concrete layer. It was still covered with straw on 25 January.

5. During the second half of January, excavation was being done on a ditch, about 50 cm deep, along the runway. This ditch was being filled with crushed stones and rolled. During excavation work, a cable and a demolition block, about 1.4 x 1 meter, were found. The demolition block exploded and tore a hole into the runway which was so large that a truck with a trailer could disappear in it. Light poles and various sheds collapsed.

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The electric power lines at the field were restored on 26 January. After the explosion, the field area was searched for demolition blocks in late January and early February. For this purpose, the northern section of the field was blocked in early February.

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6. In early February, clearing work was under way in the southern section of the field. During the frost period, only about 200 workers were employed at the field. A member of the construction staff stated that above ground construction was to start at the field in the near future. Between 4 and 13 February, almost no work was being done because of the unfavorable weather.

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Source learned from a worker at the field that almost all work was completed at the field except for some clearing work. After the bomb explosion in January, the field area was examined systematically for demolition blocks. On this occasion, it was allegedly determined that a large portion of the field, particularly along the border of Wilhelminenhof, was undermined by bombs and demolition blocks. Construction work was to be resumed and accelerated as soon as warm weather started.¹

source determined that the Soviet construction staff at the field was headed by Colonel Litvinov (fmu) and Colonel Kirik (fmu). Kirik was billeted at Schorfheide airfield. Interpreter Schoen (fmu) also belonged to the Soviet construction headquarters. Construction superintendent of the Bauunion Leipzig was Herr Roland (fmu). The conference was also attended by Colonel Budkovski (fmu), chief of a Soviet construction detail which had connection with the Bauunion Leipzig and was located at 1 to 4 Ulbricht Strasse, Leipzig.²

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1. Comment. No essential progress was observed at Oranienburg airfield because only a few workers were employed during the frost period.

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2. Comment. Colonel Kirik is the chief of the Soviet construction staff at Schorfheide. Colonel Litvinov and Colonel Budkovski are reported for the first time.

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